



ALL INDIA LOCO RUNNING STAFF ASSOCIATION

Regd. No. 17903 H/Q Aravindapalli, Lower Beniasole, Post. – Adra .Distt.Purulia (W.B.) Pin 723121
Central Office : AILRSA BHAWAN, H.No. 333, Bhoor Bharat Nagar, Ghaziabad – 201001.
Tel. No. : 0120-2740025

L. Mony
Central President
'Devi Nilayam', Kadavil Road,
P.O. Vyttila – 682019, Kochi, Kerala.
Phone: 09446207312

M.N.Prasad
Secretary-General,
At:-Aravindapally,
Post: Adra, Dist:-Purulia (WB)
Phone: 09434008950
E-mail : mn.prasadlrs@gmail.com

Ref:

Date: 09.09.2021

To
The Chairman & Chief Executive Officer
Railway Board, Rail Bhavan
New Delhi.

Respected Sir,

sub: Resolutions passed in the CWC meeting of AILRSA held on 4th & 5th September, 2021 – reg.

The Central Working Committee meeting of this Association was held on 4th & 5th September, 2021 at Garwal Bhavan, New Delhi under the Presidentship of com. N.B.Dutta, Central working President and com.Ram Sharan, Central Vice President and passed the following resolutions unanimously. This is brought for your kind perusal and necessary redressal measures.

Resolution on Monetisation pipeline

Govt. of India has declared a policy decision to amass Rs. 6 lakh crore in the next 4 years by monetising the core asset owned by Govt. of India in Railways, Roads, Power generation and distribution, Air and Sea ports, telecom towers, optical fiber cables, Natural gas and petroleum pipelines, Warehouses owned by FCI and Warehousing corporations, rail museums and sports stadiums.

The major share of monetization is proposal on Railways worth 1.5 lakh crores by transferring 400 stations, 90 passenger trains, 1400 kms of Railway track, Konkan Railway as a whole (741 km), 4 hill Railways, 265 goods sheds, 673

kms of commissioned track of DFC, 15 Railway stadiums, selected Railway colonies, OHE and signaling system to the private operators.

Monetization means handing over the assets for a specified period of time to own, develop, fix the rate of service and collect the fees and return the assets to Govt. at the end of contract. The proposed monetization is stated as a pilot project and the same will be extended further. In a nutshell, the monetization project is nothing but handing over of entire Govt assets to the private operators and thereby withdrawal of Govt. from all sections. The prime victim of such a decision is that it will put an end to the security of jobs enshrined in article 309, 310 & 311 of the Constitution. Segregation of Railways into hundreds of pieces and entrusting the ownership and management to different firms or individuals will spoil the entire system adversely affecting the further development of Railways, escalated fares and closing down of services in non-profitable areas.

This CWC appeal the Govt. of India to abandon the proposal as a whole. We also appeal entire Railwaymen and Loco running staff, in particular, to enlighten the entire rank and file, rail users and the general public the dangers of the Privitisation and organize agitations to force the Govt. to rethink.

Stop extension of crew beat

Quoting the reason of increased average speed of goods trains, many divisional administrations have issued instructions extending the existing beat of the crews, involving bypassing of crew HQ. It is a fact that the marginal increase in the average speed of the goods trains is due to the cancellation of regular Mail / Express and Passenger trains and once the existing pandemic situation eases to normal, the average speed of goods trains is very much likely to reduce. Extending the crew beat based on this temporary situation is unwarranted and creates unrest among the staff. Assuming that the increase in the average speed of goods trains is permanent, denying the advantage of it to the loco running staff by extending the beat of the crew is unjust.

This meeting demands the administration to withdraw the proposal of extending the crew beat in view of safety.

Issues of lady loco running staff

Large number of lady ALPs are being inducted in to the railways in all zones. This Association is duty bound to point out the difficulties faced by them in the crew lobbies and the locos and demand early redressal. Most of the crew lobbies in Indian Railways does not have a separate lobby and rest room for lady ALPs due to which they are unable to relax freely and to attend nature calls. Also it is an often repeated demand of this Association to provide toilet facility in the locos. In its absence the working crew face extreme hardship to relieve themselves of the natural urge. This Association demands to expedite the process of providing toilet facilities in locos and till such time, extra time may be provided at all scheduled stoppings of passenger carrying trains to enable the crew and particularly the lady ALPs to attend their call of nature.

The lady employees are given with 9 months of Maternity leave as well as CCL upto 2 years. When the lady ALPs are availing such leave, the work burden falls on the other ALPs. Hence this Association demands to consider this aspect while assessing the strength of the cadre and suitably increase the sanctioned strength of the cadre.

Now-a-days, in all running rooms lady running staff are allotted beds alongwith lady Guards who are served call through mobile phone. Since the care takers are male and not allowed to enter the hall, all those taking rest in the hall are awakened frequently disturbing the sleep.

ON CCVRS IN LOCOMOTIVE

Installation of CCVRS in the Locomotive cab for the surveillance of the Crew in day to day working in highly objectionable and will cause a tremendous stress to the Locopilots. The constant policing of the engine crew through camera will Lead to forced behavioural changes than normal which is not

conducive for smooth operation of trains. The work of Locopilots requires higher degree of concentration which warrants a congenial atmosphere in the Cab but the watching always through cameras will cause distraction in duties. The CCVRS in Locomotive Cab has to be for limited purpose as to that of flights which is not meant for watching the cabin Crew always. The retrieval of footage from camera as a regular measure and subjecting the Locopilots disciplinary action is harsh when cab ergonomics is abysmal in many aspects like lighting, ventilation, etc., non provision of meal break time and suppressing nature call in the absence of toilets in cabin. Unfortunately, the provision of air-conditioning, ergonomically seat arrangements etc. are not given due attention but inordinately delayed but releasing the video footages exposing the Locopilot in poor light which will lower the morale of the work force and hence stop circulating CCVRS videos/audios Footages in social media/in crew lobbies.

ON MEDICAL DECATAGORISATION

A large number of Loco Running Staff who are medically decategorised and posted in alternative stationary posts have reached the maximum of the level 6 pay matrix and remain stagnated without further increment. Hence it is urged to amend IREM para 1307 akin to V CPC regime to allot equivalent higher level of pay so as to render justice.

On Trolley bag

The Loco pilots equipments which are under GRS are mandatory to be with the Locopilot while on duty. The loco pilots nature of work is entirely different from the other workers. Locopilots are not under fixed Roster in their Headquarters. The work performed by the loco pilot is not confined within four walls or not possible to return to same place after every spell of duty. A Loco pilot has to carry his personal requirements, to stay away from his home for two or three days including food for atleast two times and water. The winter, Rainy and summer seasons add additional personal luggages. This personal luggages are unavoidable and is forbidding to carry any additional luggages. Hence, from the very beginning the linebox system is adopted in railways.

In our Railway crew booking office, station, yard and running rooms are situated at far distant places, zig zag crossing the rails even without proper

path way. So trolley bag will not give any ease in carrying it. As the LP equipments and tools are same in Indian railways Equipment box can be maintained in Loco itself for safe and punctual operation.

Number of locos in our Railway is very less compared to the number of loco pilots. So tool box installed in loco will reduce the expenditure , benefiting Railways.

This meeting demand to do away with the move of supply of trolley bags to running staff.

EOTT

Introduction of EOTT instead of Guard in the brake van is a potential safety hazard. Railway safety slogan "Machine may fail, Man shall not" itself points this danger. In addition to that the engine crew of two persons is not sufficient to arrange train protection. In case of Train Parting, it will not be possible to recouple. As the loco cannot be left unmanned, all defects enroute need to be attended by single man. In both cases midsection detention will be enormous. There is a chance for the theft of unmanned EOTT equipment when the train is detained at wayside stations or midsection.

The duties of Guard is entrusted to LP which is highly objectionable as they are already shouldering unbearable work pressure. So this Association demands to abandon trains working with EOTT and provide Guards in all trains.

UTILISATION OF ALP AS GUARD

This CWC meeting vehemently protest against utilizing ALPs as Guards as primarily an attempt for denying authorized CPC pay to those working as Guard. Railways are exploiting the ALPs by extracting the job assigned for a post with level 5 pay and allowing a lesser pay admissible in level 2. Utilization of ALP as Guard is also against the safety rules under GR.4.25 as the rule stipulates that "when a train is worked without a Guard, such of his duties as can be performed by the Loco Pilot shall devolve on him (Loco Pilot)". Loco Pilot is in level 6 and hence if at all loco running staff is required to work as Guard, Loco Pilots in level 6 shall be booked and any shortcoming may be filled by allowing ALP to officiate as LP/G.

Moreover utilization of ALP as Guard will create shortage in loco running cadre and may lead to protest against denial of leave and rest. And for working as Guard, authorized institute is required to issue a competency certificate as mandated.

Further this Association demands that such policy to be implemented with clear instructions of payment of remuneration admissible under the existing rules too, in order to avoid complaints later.

PROGRAMME OF ACTION

The meeting has decided to proceed with the agitational programme on the 17 point charter of demands placed before the Railway Board. The following two stage agitations are also decided to press those demands.

- 1) Hunger fast from morning to evening on 21st September, 2021*
- 2) 3 days relay hunger fast on 8th, 9th & 10th of December, 2021 from morning to evening in every division.*

Thanking you,

New Delhi

Yours sincerely,



*(M. N. Prasad)
Secretary General*